ccmplete details of such work are included in the works, machinery and rolling stock programme of Railways for 2006-07 Part II (A,B, and C), Ministry of Railways, which was laid in both Houses of Parliament at the time of presentation of Railways Annual Budget 2006-07. Completion of these works will reduce the capacity bottlenecks and increase throughput over East Coast Railway.

Railway safety

3005. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that low priority has been given to rail safety in practice in the wake of negligible outlay of less than 2 per cent given out of the total outlay;

(b) whether it is also a fact that even the meagre allocation for safety is diverted for some other purpose on many a time;

(c) whether it is also a fact that the Railway Safety Directorate is nothing to do with the execution and review of safety performance work except to inspect and report; and

(d) whether the above situations would deliver the desired purposes of safety or will the entire process warrant a re-look for better performance and achievement?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) No, Sir. Safety is given due importance and substantial provisions are made therefor. The percentage outlay (Net) during 2006-07 for railway safety is 27% (including Market Borrowings) and 35% (excluding Market Borrowings) of the total net plan outlay.

(b) Funds allocated for safety works are not generally diverted. However, there has been some under-utilisation of railway Safety Fund in the earlier years mainly on account of Road Safety Works—Road over/under bridges which are executed jointly by the Railways and State Governments. In these works, delays occur due to fund constraints faced by the State Governments, delays in finalisation of approach alignment and acquisition of land by the State Governments, difficulties in removing encroachments on approach portion of bridges etc.

(c) and (d) Safety Directorate of Ministry of Railways (Railway Board) is actively involved in monitoring, review and reporting aspects of various Railway Safety works being implemented. Railway safety is of prime concern to the Railways, hence is a continuous process. With the efforts being made, there has been continuous improvement in the safety performance of the Railways.

Compensation for land acquired for Bogibeel Project

3006. SHRIMATI SYEDA ANWARA TAIMUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that compensation for land which was acquired for the rail-cum-road approach to the Bogibeel bridge on the north bank from Sissiborgaon to Dembuk Kareng, is still pending;

(b) if so, the details thereof; and

(c) the details of the steps Government have taken for settlement of land compensation, which is pending in the Sissiborgaon Circle Office?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) to (c) The land required by Railways on the North Bank side of Bogibeel Bridge is being acquired by District Collector (DC) Dhemaji. The full funds as per the estimate/demand raised by DC/ Dhemaji have been deposited for disbursements to the land owners. DC/ Dhemaji has informed that full payments towards land acquired have been made in 170 cases and for some other cases 80% payment has been made and balance final payment is under process.

The matter is being pursued in the monthly meeting with DC/Dhemaji at field level and the quarterly meeting with Chief Secretary, Government of Assam at State level.

Pending Rail Projects

3007. SHRI EKANATH K. THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that pending railway projects are worth an astounding Rs. 47,000 crores (till March, 2005) and the longest pendancy is for a railway for which the budgetary allocation was first made in 1972;